A CONTROL SYSTEM FOR A TURBO-CHARGED DIESEL AIRCRAFT ENGINE

ABSTRACT OF THE DISCLOSURE

In the control system for a turbo-charged diesel aircraft engine, a target value for a fuel injection amount is determined by the stroke of a throttle lever. A boost compensator determines the maximum limit for the fuel injection amount in accordance with the boost pressure of the engine in order to suppress the formation of exhaust smoke. The actual fuel injection amount is set at the target value or the maximum limit whichever is smaller. An electronic control unit (ECU) calculates an increase rate of the stroke of the throttle lever based on an output of the stroke sensor disposed near the throttle lever. The ECU determines that the current operating condition of the aircraft requires a rapid increase in the engine output power when the increase rate of the stroke is larger than a predetermined value and increases the maximum limit determined by the boost compensator.